

# MEMORANDUM

## State of Alaska

Department of Transportation & Public Facilities

TO: Mike Barton, Commissioner

DATE: March 15, 2005

THRU: John MacKinnon, Deputy  
Commissioner of Highways & Public  
Facilities

TELEPHONE 465-4070  
NO:

FROM: Jeff Ottesen, Director  
Division of Program Development

SUBJECT: AMATS TIP Recommended  
Approval / STIP Amendment  
#10

The AMATS (Anchorage Metropolitan Area Transportation Solutions) TIP (Transportation Improvement Program) was amended and approved January 20, 2005 by the AMATS Policy. This minor TIP amendment does not trigger the need for a new air quality conformity determination.

We find that the TIP has met all requirements of US Code Title 23 – Section 134 for Metropolitan Planning Organizations and is financially constrained by the allocations made in the approved 2004-2006 STIP (State Transportation Improvement Program).

Your approval of the TIP is recommended and required as the statutory designee for all state transportation planning matters.

Mike Barton 3/16/05 Date  
Approved  
Mike Barton, Commissioner

Cc: David C. Miller, FHWA  
Richard F. Krochalis, FTA

# MEMORANDUM

# STATE OF ALASKA

Department of Transportation and Public Facilities  
Central Region

TO: Mike Barton  
Commissioner

DATE: February 8, 2005

FAX NO.: 248-1573

FROM: Gordon C. Keith, P.E.  
Regional Director  
Central Region

PHONE NO.: 269-0770

SUBJECT: AMATS TIP Amendment #1  
FFY 2005 AMENDMENT

Please incorporate Amendment #1 to the Anchorage Metropolitan Area Transportation Solutions (AMATS) FFY 2004-2006 Transportation Improvement Program (TIP) into the FY'05 Statewide Transportation Improvement Program (STIP). This is a minor amendment approved by the AMATS Policy Committee on January 20, 2005.

The AMATS TIP Amendment #1 was developed in conformance with all applicable federal requirements. This TIP amendment did not trigger the need for a new air quality conformity determination.

Staff is recommending that FHWA and FTA be made aware that in order for the AMATS program, including the TIP, to be valid, the program must not violate state law. Mid-way through calendar year 2005 the AMATS Operating Agreement must be amended (by July 1, 2005) to expand the composition of the AMATS Policy Committee to be consistent with Alaska Statute (AS) 19.20.200 through 19.20.220.

Please let me know if you have questions. Thank you.

SC/lm

Attachments

*Mike*



**Table 1. TOTAL THREE-YEAR PROGRAM SUMMARY  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

TRANSPORTATION IMPROVEMENTS	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)			3-year total	% of 3-year Non-NHS \$	% of 3-year TIP total for ALL federal funds in MOA and AMATS
	2004	2005	2006			
AMATS Roadway Transfer Program (Table 3a)	\$0	\$0	\$0	\$0		
AMATS Highway Safety Improvement Program Set Aside (Table 3b)	\$2,362	\$6,529	\$5,827	\$14,718		
<b>Non-National Highway System</b>						
Roadway Improvements (Table 3)	\$19,513	\$26,213	\$24,168	\$69,894	61.1%	35%
Transportation Enhancements (Table 4)	\$8,375	\$4,175	\$4,037	\$16,587	14.5%	8%
2004-2006 STIP (Oct 2003) Non-National Highway System Allocation from ADOT&PF's CTP(STP), + TRAAK(STP) programs [as of 10/03]	\$37,977	\$37,977	\$43,961	\$119,915	Total AMATS CTP & TRAAK allocation reduced by \$24.4M	
Amount over or (-under) CTP+TRAAK funding allocation level	\$10,089	\$7,589	\$15,756	\$33,434		
Congestion Mitigation & Air Quality (Table 5)	\$6,005	\$11,325	\$10,520	\$27,850	24.4%	14%
2004-2006 STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 10/03]	\$3,000	\$3,000	\$3,000	\$9,000		
Amount over or (- under) CMAQ funding allocation level	\$3,005	\$8,325	\$7,520	\$18,850		
<b>Non-National Highway System Subtotal for Non-NHS roads, transportation enhancements, CMAQ projects (not including HSIP Set Aside and AMATS NHS and Non-NHS Pavement and Bridge Refurbishment)</b>	<b>\$33,893</b>	<b>\$41,713</b>	<b>\$38,725</b>	<b>\$114,331</b>	<b>100%</b>	<b>58%</b>
2004-2006 STIP Non-NHS Allocation for all projects (not including HSIP Set-Aside and AMATS Pav/Bridge Refurbish Program)	\$33,893	\$41,713	\$38,725	\$114,331		
Amount over or (-under) funding allocation level for all Non-National Highway System projects for roads, transportation enhancements, CMAQ projects.	\$0	\$0	\$0	\$0		
<b>National Highway System (Table 6)</b>	<b>\$12,850</b>	<b>\$12,425</b>	<b>\$2,900</b>	<b>\$28,175</b>		<b>14%</b>
<b>Transit Capital</b> FTA Section 5307 to MOA (Table 7)	<b>\$4,319</b>	<b>\$3,969</b>	<b>\$4,099</b>	<b>\$12,387</b>		<b>6%</b>
<b>Transit Capital</b> FTA Section 5307 to ARRC (Table 7)	<b>\$4,250</b>	<b>\$4,068</b>	<b>\$3,673</b>	<b>\$11,991</b>		<b>6%</b>
<b>Transit Capital</b> FTA Section 5309 {Fixed Guideway, New Starts & Earmarks} to ARRC (Table 7)	<b>\$4,427</b>	<b>\$4,811</b>	<b>\$7,880</b>	<b>\$17,118</b>		<b>9%</b>
<b>Transit Operating (FTA)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		<b>0%</b>
<b>TOTAL PROGRAM ALLOCATIONS = (Non-NHS + NHS+ HSIP Set Aside + AMATS Pav./Bridge Refurbish.+ all FTA 5307 and 5309)</b>	<b>\$62,101</b>	<b>\$73,515</b>	<b>\$63,104</b>	<b>\$198,720</b>		<b>100%</b>
<b>Other Federal Funded Projects within AMATS (Table 8)</b>	<b>\$112,942</b>	<b>\$134,815</b>	<b>\$55,645</b>	<b>\$303,402</b>		
<b>National Highway System Improvements Outside AMATS boundaries, but within the MOA (Table 9)</b>	<b>\$15,500</b>	<b>\$14,300</b>	<b>\$3,500</b>	<b>\$33,300</b>		
<b>TOTAL FEDERAL FUNDING for Transportation Improvements within AMATS &amp; the MOA</b>	<b>\$190,543</b>	<b>\$222,630</b>	<b>\$122,249</b>	<b>\$535,422</b>		



**Table 1a. TOTAL SIX-YEAR PROGRAM SUMMARY**  
**AMATS FFY 2004-2006 TIP and 2007-2009 Illustrative Program (2005 PC Approved)**

	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)											
TRANSPORTATION IMPROVEMENTS	2004	2005	2006	2007	2008	2009	3-year total \$ (2004 - 2006)	% of 3-year Non-NHS (2004 - 2006)	% of 3-year total TIP (2004 - 2006)	6-year total \$ (2004 - 2009)	% of 6-year Non-NHS (2004 - 2009)	% of 6-year total TIP (2004 - 2009)
AMATS HSIP Set-Aside <i>(Table 3b)</i>	\$2,362	\$6,529	\$5,827	\$0	\$0	\$0	\$14,718		7%	\$14,718		3%
<b>Non-National Highway System</b>												
Roadway <i>(Table 3)</i>	\$19,513	\$26,213	\$24,168	\$31,928	\$96,437	\$54,300	\$69,894	61%	35%	\$252,559	77%	57%
Transportation Enhancements <i>(Table 4)</i>	\$8,375	\$4,175	\$4,037	\$4,200	\$3,950	\$3,750	\$16,587	15%	8%	\$28,487	9%	6%
Congestion Mitigation & Air Quality <i>(Table 5)</i>	\$6,005	\$11,325	\$10,520	\$9,645	\$2,550	\$8,155	\$27,850	24%	14%	\$48,200	15%	11%
<i>Non-National Highway System Subtotal</i>	<b>\$33,893</b>	<b>\$41,713</b>	<b>\$38,725</b>	<b>\$45,773</b>	<b>\$102,937</b>	<b>\$66,205</b>	<b>\$114,331</b>	100%	58%	\$329,246	100%	74%
<i>2004-2009 STIP Non-NHS Allocation for all projects (2007-2009 are AMATS estimates of future allocations)</i>	\$33,893	\$41,713	\$38,725	\$40,000	\$40,000	\$40,000	\$114,331			\$234,331		
Amount over or ( - under) funding allocation level	\$0	\$0	\$0	\$5,773	\$62,937	\$26,205	\$0			\$94,915		
<b>National Highway System <i>(Table 6)</i></b>	<b>\$12,850</b>	<b>\$12,425</b>	<b>\$2,900</b>	<b>\$26,720</b>	<b>\$500</b>	<b>\$20,000</b>	<b>\$28,175</b>		14%	<b>\$75,395</b>		17%
<b>Transit Capital</b> FTA Sec 5307 to MOA Public Transportation <i>(Table 7)</i>	<b>\$4,319</b>	<b>\$3,969</b>	<b>\$4,099</b>	<b>\$4,099</b>	<b>\$4,099</b>	<b>\$4,099</b>	<b>\$12,387</b>		6%	<b>\$24,684</b>		6%
<b>Transit Capital</b> FTA Section 5307 to ARRC <i>(Table 7)</i>	<b>\$4,250</b>	<b>\$4,068</b>	<b>\$3,673</b>	<b>\$3,782</b>	<b>\$3,895</b>	<b>\$4,010</b>	<b>\$11,991</b>		4%	<b>\$23,678</b>		4%
<b>Transit Capital</b> FTA Section 5309 {Earmarks & Fixed Guideway} to ARRC <i>(Table 7)</i>	<b>\$4,427</b>	<b>\$4,811</b>	<b>\$7,880</b>	<b>\$5,452</b>	<b>\$6,525</b>	<b>\$7,601</b>	<b>\$17,118</b>		9%	<b>\$36,696</b>		8%
<b>Transit Operating (FTA)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		0%	<b>\$0</b>		0%
<b>TOTAL PROGRAM (Non-NHS + NHS HSIP Set Aside+ AMATS Pave/Bridge + FTA 5307and 5309)</b>	<b>\$62,101</b>	<b>\$73,515</b>	<b>\$63,104</b>	<b>\$85,826</b>	<b>\$117,956</b>	<b>\$101,915</b>	<b>\$198,720</b>		100%	<b>\$444,043</b>		100%
<b>Other federally funded projects within AMATS Area</b> <i>(Table 8)</i>	<b>\$112,942</b>	<b>\$134,815</b>	<b>\$55,645</b>	<b>\$30,700</b>	<b>\$32,500</b>	<b>\$188,500</b>	<b>\$303,402</b>			<b>\$555,102</b>		
<b>National Highway System Improvements Outside AMATS, but within the MOA</b> <i>(Table 9)</i>	<b>\$15,500</b>	<b>\$14,300</b>	<b>\$3,500</b>	<b>\$45,560</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$33,300</b>			<b>\$82,860</b>		
<b>TOTAL FEDERAL FUNDING FOR TRANSPORTATION IMPROVEMENTS WITHIN AMATS AND THE MUNICIPALITY</b>	<b>\$190,543</b>	<b>\$222,630</b>	<b>\$122,249</b>	<b>\$162,086</b>	<b>\$152,456</b>	<b>\$292,415</b>	<b>\$535,422</b>			<b>\$1,082,005</b>		



**Table 3b.**  
**AMATS FFY 2004- 2006 TIP (2005 PC Approved)**

PROJECT LOCATION		PROJECT PHASING PLAN						Est funding needs after 2009	Est total project cost
			10/04-09/05	10/05-09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2005	2006	2007	2008	2009		
Table 3b. Highway Safety Improvement Program Set Aside									
1	GROUP 1b: 8th Ave. @ E & G Sts. Lane Use Controls and C St. @ 7th Ave.	2005-ROW/Util/C	\$491	\$0	\$0	\$0	\$0	\$0	\$491
2	GROUP 2: NLB @ Rose St.	2005-D/C	\$100	\$0	\$0	\$0	\$0	\$0	\$100
3	GROUP 3a: Old Seward Hwy, Dimond to 88th and Lake Otis from NLB to Tudor	2005-D 2006-ROW/Util/C	\$171	\$959	\$0	\$0	\$0	\$0	\$1,130
4	GROUP 3b: Old Seward Hwy, 36th - 40th	2005-Util/C	\$262	\$0	\$0	\$0	\$0	\$0	\$262
5	GROUP 4b: Boniface @ NLB and Midtown Corridor (Benson Blvd to 36th and C St to Denali)	2004-Util/C 2005-PE/D 2006-C	\$106	\$485	\$0	\$0	\$0	\$0	\$1,065
6	Raspberry Road @ Northwood Street Channelization Improvements (Non-NHS)	2004-D/C	\$0	\$0	\$0	\$0	\$0	\$0	\$76
7	Gambell Street & Ingra Street: 15th Avenue to Fireweed Lane Channelization Improvements (NHS)	2004-PE/D/ROW/Util/C	\$0	\$0	\$0	\$0	\$0	\$0	\$222
8	International Airport Road @ Old Seward Highway Channelization Improvements (NHS)	2005-D/Util/ROW/C	\$464	\$0	\$0	\$0	\$0	\$0	\$464
9	GROUP 5a: Combination of 3 projects: 36th Avenue: Arctic Blvd to C Street 5 Lane Conversion, Arctic Boulevard @ Potter Drive Channelization & Sight Distance Improvements & Arctic Boulevard @ Chugach Way Channelization Improvements.	2004-PE/D 2005-ROW/C	\$1,590	\$0	\$0	\$0	\$0	\$0	\$2,040
10	Eklutna River Bridge Overheight Vehicle Detection	2004 - D/Util/C	\$0	\$0	\$0	\$0	\$0	\$0	\$367
11	GROUP 4a: Muldoon Road: 20th Avenue to 36th Avenue Corridor Improvements	2004-D 2005-D/ROW 2006-Util/C	\$200	\$2,075	\$0	\$0	\$0	\$0	\$2,425
12	Old Seward Highway @ 48th Avenue Channelization Improvements (Non-NHS)	2005-D/C	\$90	\$0	\$0	\$0	\$0	\$0	\$90
13	Northern Lights Boulevard @ Bragaw Street Channelization Improvements (Non-NHS)	2005-PE/D/C	\$110	\$0	\$0	\$0	\$0	\$0	\$110
14	10th Avenue @ E Street & C Street Channelization Improvements (Non-NHS)	2005-PE/D/C	\$81	\$0	\$0	\$0	\$0	\$0	\$81
15	Lake Otis Parkway @ 68th Avenue Channelization Improvements (Non-NHS)	2005-PE/D 2006-Util/C	\$83	\$389	\$0	\$0	\$0	\$0	\$472
16	Tudor Road @ Folker Street Channelization Improvements (NHS)	2004-PE/D/ROW 2005-Util/C	\$0	\$0	\$0	\$0	\$0	\$0	\$117

**Table 3b.**  
**AMATS FFY 2004- 2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN	10/04-09/05	10/05-09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	Est funding needs after 2009	Est total project cost
			2005	2006	2007	2008	2009		
17	L Street: 5th Avenue to 13th Avenue Channelization Improvements (NHS)	2005-PE/D/C	\$258	\$0	\$0	\$0	\$0	\$0	\$258
18	13th Avenue @ Gambell Street Channelization Improvements (NHS)	2005-PE/D/Util/C	\$185	\$0	\$0	\$0	\$0	\$0	\$185
19	Glenn Highway Lighting Project - McCarrey to Muldoon	2004-D 2005-Util/C	\$1,065	\$0	\$0	\$0	\$0	\$0	\$1,276
20	Minnesota @ 33rd Ave Intersection Improvements	2004-D 2005-ROW/Util/C	\$148	\$0	\$0	\$0	\$0	\$0	\$223
21	Bragaw @ Ambassador Safety Improvements	2004-D 2005-ROW/Util/C	\$128	\$0	\$0	\$0	\$0	\$0	\$221
22	36th Ave @ Lacorno/Cottonwood Dr Intersection Improvements	2005-D 2006-Util/C	\$193	\$482	\$0	\$0	\$0	\$0	\$675
23	36th Ave @ LaTouche Intersection Improvements	2005-D/C	\$56	\$0	\$0	\$0	\$0	\$0	\$56
24	6th Avenue @ Muldoon Intersection Improvements	2004-D 2005-Util/ROW/C	\$344	\$0	\$0	\$0	\$0	\$0	\$471
25	Downtown Curb Bulbs	2005-D 2006-C	\$141	\$545	\$0	\$0	\$0	\$0	\$686
26	Jewel Lake Road @ Raspberry Road East/West Dual Left Turn Lane Project	2005-PE/D 2006-Util/C	\$53	\$147					\$200
27	Ingra Street: 4th Ave to 3rd Ave Channelization Improvements	2005-PE/D 2006-ROW/Util/C	\$106	\$264					\$370
28	1950 Gambell Street Utility Pole Relocation Project	2005-PE/D 2006-ROW/Util/C	\$51	\$399					\$450
29	34th Ave @ Old Seward Hwy Channelization Improvements	2005-PE/D 2006-Util/C	\$53	\$82					\$135
	<b>Annual Totals</b>		<b>\$6,529</b>	<b>\$5,827</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,718</b>
	<b>Estimated HSIP Set Aside allocated to AMATS for 2004, Amount (over)/ under allocation</b>		<b>\$6,529</b>						
	<i>Note: This is a proposed continuation of a 2001-2003 TIP Program.</i> <i>A pilot program called the "Highway Safety Improvement Program" is recommended as a new approach to address the safety improvement needs of several roadways in Anchorage. The intent of this program is to expedite safety improvements to selected roadways throughout Anchorage. Funding for this program is separate from, and in addition to, the AMATS allocation for other roadways, safety projects, transportation enhancements, and CMAQ type projects.</i>								

Projects 12-18 moved from Table 3 project #5 to be included as part of ADOT's HSIP Set Aside as submitted by ADOT and approved by FHWA. Projects identified in cooperation between MOA and ADOT



**Table 3. ROADWAY IMPROVEMENTS**  
**AMATS FFY 2004-2006 DRAFT TIP (2005 PC Approved)**

Project #	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL					Est funding needs after 2009	Estimated total project cost 2004-09
			10/01 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2005	2006	2007	2008	2009		
	<b>Dowling Road Reconstruction</b> [Lake Otis Parkway to Old Seward Highway] - Construction scheduled to be completed in summer 2004.	2001-03 - Util/C	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>C' Street Reconstruction Phase II</b> [International Airport Road to Dimond Boulevard] - Construction scheduled to be completed in summer 2003.	2002-2003 - Util/C	\$0	\$0	\$0	\$0	\$0	\$0	
	<b>Old Glenn Highway Rehabilitation</b> [Artillery Rd to N. Eagle River exit]	2001-02 - D/Util/ROW/C	\$0	\$0	\$0	\$0	\$0	\$0	
1	55012 <b>Dowling Road Extension/Reconstruction</b> [Minnesota Drive to Old Seward Highway] - Connect Minnesota to 'C' Street and continue to Dowling Road. Location and size of improvements to be determined. Project to include replacing bridge over Campbell Creek (\$6.8M), lighting, drainage, landscaping, trail and pedestrian improvements.	2006 - D 2008 - ROW/Util 2009+ - Util/C	\$0	\$2,300	\$0	\$6,400	\$0	\$16,200	\$24,900
2	54281 <b>C' Street Construction Phase III</b> [Dimond Boulevard to O'Malley Road] - Previous 2003 funds supplemented by GARVEE program shown in Table 8.	See Table 8 2005 - D/ROW	\$315	\$0	\$0	\$0	\$0	\$0	\$315
3	<b>C' Street Construction Phase IV</b> - Alaska Railroad Crossing at Raspberry Road -project deferred to await outcome of design on Dowling Extension project (#1). Project supplemented with funds shown in project M on Table 8.	2007 - D 2008 - ROW 2009 - C	\$0	\$0	\$1,000	\$4,500	\$5,500	\$0	\$11,000
4	53935 <b>O'Malley Road Reconstruction</b> [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities. Landscaping @ 5% of Construction \$ = to be determined.	2005 - D 2006 - ROW 2008 - C	\$1,000	\$1,800	\$0	\$14,500	\$0	\$0	\$17,300
5	<b>Highway Safety Improvement Projects (HSIP)</b> - See New Table 11	see Table #11	\$1,620	\$620	\$0	\$0	\$0	\$0	\$2,747
6	58488 <b>Fireweed Lane Reconstruction</b> [Spenard Road to Seward Highway] - Project is recommend to reconstruct the existing 4-lane street to a 2-lane street with a center turn lane. Intersections at A and C Streets will be improved and pedestrian improvements will be included. Note: this project originated (PE/D) in the HSIP above, however the scope of the project has grown and is recommended to included elements beyond the HSIP program.	2005 - D 2007 - ROW 2008 - Util/C	\$1,625	\$0	\$525	\$6,500	\$0	\$0	\$8,650
7	53986 <b>Spenard Road (Fireweed Lane to Minnesota Drive)</b> - Project is recommend to reconstruct the existing 4-lane street to a 2-lane street with a center turn lane. Intersections will be improved and pedestrian improvements will be included as well as a couplet for the 36th Avenue and Spenard Intersection. <b>Spenard Road Rehabilitation [Hillcrest Drive to the Minnesota Drive On-ramp]</b> - Project will rehabilitate Spenard Road, and includes pedestrian facilities.	2005 - PE 2006 - D 2007 - ROW 2008 - Con	\$150	\$1,745	\$945	\$7,787	\$0	\$0	\$10,627
8	55663 <b>DeArmoun Road Rehabilitation Phase II</b> [140th Avenue to Hillside Drive] - Project involves reconstruction of the existing alignment, improving pavement condition, and pedestrian facilities. Project recommended to be developed as a 3R per ADOT's Pre-Construction Manual.	2004 - D/ Util 2005 - ROW 2006 - Util/C	\$3,000	\$7,775	\$0	\$0	\$0	\$0	\$10,775



**Table 3. ROADWAY IMPROVEMENTS**  
**AMATS FFY 2004-2006 DRAFT TIP (2005 PC Approved)**

Project #	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL					Est funding needs after 2009	Estimated total project cost 2004-09
			10/01 - 09/02 2005	10/01 - 09/06 2006	10/06 - 09/10 2007	10/07 - 09/08 2008	10/08 - 09/09 2009		
9	<b>Pavement Replacement Program</b> - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. Program is expected to include, but not be limited to, pavement replacement for the following routes with estimated construction year - 9th Avenue [L' Street to Ingra Street] in 2004; Bragaw Street [Glenn Highway to DeBarr Road] in 2004; Arctic Blvd [Fireweed to Tudor Road] in 2005; Lake Otis Parkway [68th Ave to Abbott Rd] and 88th Ave. from Lake Otis to Toloff in 2006. Advance construct of Bragaw project for 2004 included.	See Table #10 for project schedules	\$8,405	\$5,025	\$2,500	\$0	\$0	\$0	\$22,930
				Increased due to Arctic Project and advance construct of Bragaw project.	Increased due to Lake Otis project.				
10	<b>Eagle River Loop Road Rehabilitation</b> [Old Glenn Highway to Eagle River Road] - Reconstruct to arterial standards including shoulders, turn lanes, pedestrian facilities, lighting and landscaping. Landscaping @ 5% of Construction \$ = \$535,000. Project recommended to be developed as a 3R per ADOT's Pre-Construction Manual.	2003 - D 2005 - D/ROW 2007 - Util/C	\$1,750	\$0	\$9,709	\$0	\$0	\$0	\$14,809
				ROW funding slipped to 2005.	Utility/Construction funding moved to '07 to balance program.				
11	<b>Old Seward Highway Reconstruction</b> [O'Malley Road to Brandon] - Project will separate turning movements from through traffic, and improve access to adjacent commercial properties. Landscaping @ 5% of Construction \$ = \$300,000.	2003 - D 2005 - ROW 2008 - Util/C	\$1,700	\$0	\$0	\$14,500	\$0	\$0	\$16,200
				Reduced from \$3.8M.		Construction moves to '08 to balance - anticipates funds in illustrative program.			
12	<b>Dowling Road Extension/Reconstruction</b> [Laurel Street to Abbott Loop Road] -Project would connect the Abbott Loop Road Extension to Lake Otis Parkway. Project will widen and reconstruct Dowling Road between Norm Street and Lake Otis Parkway to a five-lane urban arterial. The project will also construct a four lane rural arterial segment extending Dowling Road east to connect with the (as yet unbuilt) Abbott Loop Extension. Project includes pedestrian improvements. Reconnaissance study is currently underway with ffy 2004 funds. Estimate funding shown to the right indicates the cost of building the project using federal funds.	2005 - PE/Recon 2007 - D 2008 - ROW 2009 - Util/C	\$750	\$0	\$750	\$15,000	\$8,000	\$0	\$24,500
				Recon study added for 2005.		Design moved out one year.			
				Construction moved out from 2005 to 2006 due to projects development schedule with reduced construction cost.		Construction moved out to balance program.			
13	<b>Eklutna River Bridge Replacement at Old Glenn Highway</b> - Project to replace the existing bridge. A new structure would have a design life of 50+ years and would include two travel lanes, shoulders, one pathway, and railing.	2004 - D 2005 - D/ROW 2007 - Util/C	\$520	\$0	\$3,622	\$0	\$0	\$0	\$4,298
14	<b>Old Glenn Highway Rehabilitation</b> [rural section, North Eagle River Exit to Peters Creek] - Project evaluates existing alignment, pavement conditions and pedestrian facilities. Project to be constructed in phases.	2002-03 - D 2005 - D/ROW 2008 - Util/C 2009 - Util/C	\$1,700	\$0	\$0	\$10,250	\$10,250	\$0	\$22,200
				D/ROW moved to 2005 to balance program.		Construction deferred to '07 to balance program.	Construction moved out and split to help.		
15	<b>Victor Road Reconstruction</b> [Diamond Boulevard to 100th Avenue] - Project will upgrade this roadway to minor arterial standards to include a minimum 3-lane section, pedestrian facilities, lighting, storm drainage, and landscaping. Note: Project management responsibility was transferred from the Municipality of Anchorage to the State of Alaska, Department of Transportation in 2004.	2004 - ROW 2005 - ROW 2006 - Util/ Const	\$440	\$0	\$7,677	\$0	\$0	\$0	\$8,867
				ROW deferred to 2005 to balance program in 2004.	Added to closest construction.				
16	<b>DeArmour Rd Reconstruction Phase I</b> [Westwind Dr to 140th Avenue] - This project reconstructs the existing alignment, improving pavement condition and pedestrian facilities from Westwind to Hillside Drive. (Phase II construction is from 140th Avenue to Hillside.)	2004 - D/Util/C 2005 - C	\$135	\$0	\$0	\$0	\$0	\$0	\$6,485
17	<b>Abbott Loop Road Extension/Rehabilitation</b> [48th Avenue to Abbott Road] -	See Table 8	\$0	\$0	\$0	\$0	\$0	\$0	\$0
							Util/Con deferred to 2008 to allow 2009.		
18	<b>Huffman Road Reconstruction</b> [Old Seward Highway to Lake Otis Parkway] - Reconstruct & widen, as required, to meet future traffic demand. Provide missing links in pedestrian facilities, lighting, intersection improvements, and minimal landscaping.	2006 - ROW 2008 - Util/C	\$0	\$1,500	\$0	\$5,500	\$0	\$0	\$7,000
					ROW deferred to '08 to balance program.				
19	<b>Eagle River Road Rehabilitation</b> [MP 5.3 to MP 12.6] - Upgrade the road with widened shoulders for pedestrians, improved visibility, and repavement. No landscaping improvements recommended.	2005 - D 2006 - ROW 2008 - Util/C	\$410	\$1,403	\$0	\$10,000	\$0	\$0	\$11,813
				Design added.	Increased.				



**Table 3. ROADWAY IMPROVEMENTS**  
**AMATS FFY 2004-2006 DRAFT TIP (2005 PC Approved)**

	Project #	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL					Est funding needs after 2009	Estimated total project cost 2004-09
				10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
				2005	2006	2007	2008	2009		
20	53942	<b>Abbott Road Reconstruction</b> [Lake Otis Parkway to Birch Road] - Improvements are not specific at this time, but could range from an improved 2-lane to 4-lane roadway to include intersection and pedestrian improvements. Landscaping @ 5% of Construction = to be determined. Project recommended to be developed as a 3R per ADOT's Pre-Construction Manual.	2004 - PE/D 2005 - D 2007 - ROW 2009+ - Util/C	\$700	\$0	\$1,200	\$0	\$11,600	\$0	\$14,400
					Design added		ROW moved to 2007.			
21		<del><b>'A/C' Couplet Pavement Rehabilitation</b> [6th Avenue to 40th Avenue] - Project rehabilitates pavement surfaces; some minor base work is expected. Project does not include landscaping or other streetscape improvements.</del>	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
22		<del><b>Boniface Parkway Rehabilitation</b> [DeBarr Road to Tudor Road] - Resurface, restore, rehabilitate roadway, and includes evaluation of foundation/base stabilization, safety, drainage, landscaping and trails.</del>	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0
23	55914	<b>Whitney Road Reconstruction</b> [North 'C' Street to Post Road] - Project to upgrade road to urban industrial standards. Improvements include curbs, lighting, pedestrian facilities, and some landscaping. Needs to consider potential connector to Gambell / Ingra Extension. PE funding (\$800K) previously authorized.	2006 - D 2008 - ROW 2007+ - Util/C	\$0	\$750	\$0	\$500	\$500	\$5,250	\$7,000
					Added to closeout construction					
24	53934	<b>Huffman Road Intersection Improvements</b> [at Elmore, Lorraine and Pintail] - Project will reconstruct three intersections along Huffman Road to current standards, providing turning opportunities and sight distance improvements. (** At this time, the project is being reviewed by MOA Depts. of Public Works and Planning in an effort to expedite completion of the Elmore/ Huffman Rd intersection improvement with the Elmore Road improvements, utilizing other funding sources.)	2003 - Util/C 2005 - C	\$243	\$0	\$0	\$0	\$0	\$0	\$243
					Study moved to 2005 to balance program.					
25	57677	<b>Anchorage Areawide Railroad Grade Separations</b> - Study to review/analyze potential grade separations and recommend a program for improvements.	2005 - Study	\$250	\$0	\$0	\$0	\$0	\$0	\$250
a		<b>Lake Otis Parkway Reconstruction</b> [Northern Lights Blvd. - DeBarr Road] - Project involves reconstruction of the existing alignment to increase capacity and to improving pavement condition and pedestrian facilities.	2007 - PE 2008 - D 2009 - ROW 2009 - Util/C	\$1,500	\$0	\$2,000	\$0	\$8,300	\$14,000	
				PE added		PE Deferred to 2007 to balance program and increased		Design moved to 2009.	ROW moved to 2009.	
b		<b>Ingra/Gambell Extension to Whitney Road</b> - The extension of Ingra/Gambell Streets, combined with the improvements to Whitney and Oceandock Roads, will provide a new alternative truck access in and out of Ship Creek. Ranked #1 in the PC approved Ship Creek Multi-Modal Transportation Plan among new projects not in the 2001-03 TIP. Also recommended to begin concurrently with Project #25.		\$0	\$0	\$0	\$0	\$1,000	\$25,000	\$26,000
c		<del><b>Caravelle Drive Upgrade and Reconstruction</b> [Raspberry Rd to Jewel Lake Rd] - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.</del>		\$0	\$0	\$0	\$0	\$0	\$0	\$0
d		<del><b>35th Avenue/McRae Street Upgrade</b> - [Wisconsin St. to Spennard Rd] - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.</del>		\$0	\$0	\$0	\$0	\$0	\$0	\$0
e		<del><b>Dimond Blvd Upgrade</b> [Jodphur to Sand Lake Rd] - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.</del>		\$0	\$0	\$0	\$0	\$0	\$0	\$0
f		<b>Old Seward Highway Reconstruction</b> [Rabbit Creek Road to Potter Valley Road] - This project would rehabilitate this portion of the Old Seward Highway to collector standards with a separated trail. Project would improve conditions and roadway width by adding shoulders. Project would also address safety and sight distance while providing separation of pedestrian and vehicular traffic.	2006 - D 2007 - ROW 2009 - C	\$0	\$500	\$500	\$0	\$7,000	\$0	\$8,000



**Proposed Table 4. TRANSPORTATION ENHANCEMENTS  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

Project #	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL					Est funding needs after 2009	Estimated total project cost 2004-09
			10/05 - 09/06	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2005	2006	2007	2008	2009		
1	<b>Pedestrian Safety and Accessibility Improvements</b> - Construct ramps, walkways, and curbs for pedestrians at various locations, to be determined. Includes ADA compliance improvements. Project in '04 will analyze access to schools community-wide, and promote specific projects to provide pedestrian connections where none currently exist and where other funding sources are not available.	2001 - 2006 D/ROW/Util/C	\$250	\$250	\$250	\$250	\$250	\$0	\$1,575
2	<b>Ship Creek Trail Phases I, II, III, IV &amp; V</b> - Project will extend the Coastal Trail 2 miles, from current terminus at the ARRC Headquarters building to Tyson Elementary School in Mt. View. Phase I completed from ARRC Headquarters to east of dam, Phase II, funded in 2003, construction in 2004 will build trail from Viking Dr. west of Sitka St. to Tyson Elem. Phase III, proposed 2004 funding, construction in 2004 to build trail and crossing of Ship Creek in ARRC railway via bridges and will include FTA Railroad funds as part of this phase (see Table 8, ARRC's FTA sec 5307), Phase IV funding in 2005, with construction in 2005 /2006 to build trail and an undercrossing of Post Rd., Phase V funding in 2007 will construct a pedestrian connection to Gov't Hill. ( Project phasing clarifications)	2004 - Util/Con 2005 - Util/C 2007- Util/Con	\$2,925	\$0	\$3,200	\$0	\$0	\$0	\$9,725
				Increased by \$325K for Phase IV.					
Constr	<b>Campbell Creek Trail Connection</b> [Seward Highway to Tudor Road Crossing] - Project extends the existing Campbell Creek trail approximately 2.5 miles, and completes a key missing segment on the Anchorage trails network. Project does not include grade separations at Seward Highway or trail connection between Old Seward and New Seward Hwys. The grade separation will be included in the NHS Seward Hwy at International Airport Road grade separation project. \$300,000 of the '03 funding used to examine grade separation feasibility at Lake Otis Parkway. To proceed an estimated \$1M is needed for the next phase not included in this draft TIP.	2003 - PE/Con Project funding obligated in 2003, project to be removed from final 2004-2006 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	<b>Chester Creek Trail Connection</b> - Project provides a connection from the Tudor Crossing to east of University Lake, minimizing impacts to neighborhoods and APU. Project also includes a multi-use paved trail connecting UAA student housing with main campus on Providence Drive. (Construction funding moved to CMAQ, Table 5, #22)	2004 - PE/D/ROW/U 2006 - Util/Con (See CMAQ Table 5, #22)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
5	<b>Midtown Trail</b> - Improve trail connection from Downtown to Midtown area along 'A/C' Couplet. Focus is likely from Fireweed Lane to Tudor Road along the 'A' St corridor. Road intersection improvements are likely, but no grade separations are proposed.	2003-04- D/ROW/Util/Con	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
6	<b>5th &amp; 6th Avenues Pedestrian Safety and Landscaping Improvements</b> ['C' Street to Gambell Street] - Project to include an assessment of streetscape issues, street lighting and decorative improvements along the corridor. No additional ROW is programmed.	2005 - D 2008 - Util/C	\$150	\$0	\$0	\$1,000	\$0	\$0	\$1,150
7	<b>Anchorage Area-wide Trails Rehabilitation</b> - Project will analyze existing pathways for rehabilitation needs community-wide and promote specific projects to rehabilitate those existing pathways. The scope is primarily expected to include pavement replacement. Project to complement existing MOA/CIP program.	2004-06 PE/D/Util/C	\$500	\$600	\$600	\$600	\$600	\$0	\$3,400
8	<b>Eagle River Greenbelt Access and Pathway</b> - Construct 12 miles of new trail in the Eagle River Greenbelt, connecting the Briggs Bridge with the Visitor Center. Many new trails will be built and interpretive displays on the trails and at the trailheads. Construction likely to be completed in phases.	2006 - D 2008 - ROW 2008/09- C	\$0	\$500	\$0	\$750	\$2,500	\$3,000	\$6,750
						Deferred to balance program.			
9	<b>Glenn Highway Trail Rehabilitation</b> [Muldoon Road to North Birchwood Loop] - Project to resurface existing trail, formalize a parking facility near the weight station and to construct a memorial pull-out.	2005 - D/ROW 2006 - Util/C	\$350	\$2,687	\$0	\$0	\$0	\$0	\$3,037
				D & ROW added to 2005.	Con increased by 98K.				



**Proposed Table 4. TRANSPORTATION ENHANCEMENTS  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	Project #	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL					Est funding needs after 2009	Estimated total project cost 2004-09
				10/05 - 09/06	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
				2005	2006	2007	2008	2009		
10	d 53677 PH III 56530	<b>Muldoon Road Landscaping and Pedestrian Improvements</b> [Regal Mountain to Bartlett Dr] - This funding will construct additional pedestrian amenities and minimal landscaping for the remainder of the corridor. (Construction funding moved to CMAQ, Table 5, #23).	2004-ROW 2005 - Util/C (See CMAQ Table 5 #23)	\$0	\$0	\$0	\$0	\$0	\$0	\$550
11	52514	<b>Coastal Trail (Southern Extension)</b> - This project will extend the existing Coastal Trail south from Kincaid Park to Potter Marsh. (trail route to be selected). The completion of the environmental document will be funded with non-federal funds. Future cost and programmed funding will be added to the TIP once the environmental document is complete. Project anticipated to be designed and constructed in phases starting at Kincaid Park moving south.	2004 - PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12		<b>Glenn Highway Trailhead Improvements</b> [at Thunderbird Falls, Peters Creek, and South Fork of Eagle River] - Construct/improve existing trailheads with pedestrian and ADA (barrier-free) access routes near the trailhead parking areas.	2007 - PE/D 2008+ - ROW/Util/C	\$0	\$0	\$100	\$300	\$0	\$2,600	\$3,000
13		<b>Campbell Tract Trail and Trailhead Improvements</b> - Enhance trailheads and parking, as well as remove ADA impediments, provide interpretive displays. (Parking lot known as the Buckner Trailhead Parking Area). Project provides an increase of 17 parking spots, for a total of 25, will provide for one entrance road instead of two, will improve layout, and will re-vegetate the area.	2007 - PE/D 2008-09 - Util/C	\$0	\$0	\$50	\$50		\$0	\$500
15		<b>Dimond Boulevard Pedestrian and Landscaping Improvements</b> [Jewel Lake Road to Old Seward Highway] - Project provides landscaping and pedestrian enhancements.	2008 - PE/D/C	\$0	\$0	\$0	\$500	\$0	\$0	\$500
16	53589	<b>Potter Marsh Trailhead and Access Improvements</b> - Will enhance parking lot, provide some new boardwalk connections at Potter Marsh Critical Habitat Area, and connect the Bird Treatment Learning Center on the Old Seward Hwy to the existing boardwalk. PE and design funded in previous program. Project recommended to be completed in phases due to substantial increase in construction cost estimates.	2003 - D - Util/C 2008+ - Util/C	\$0	\$0	\$0	\$500	\$0	\$500	\$1,000
a		<b>Coastal Trail to Northern Lights at Fish Creek</b> - This project will provide a connection from the existing Coastal Trail to Northern Lights Boulevard. Trail connections are shown on the Area-wide Trails Plan along the ARR right of way or along the Fish Creek Estuary. Project could examine both options and construct the best connection for this one mile link.	2006 - PE/Design 2007+ - Util/C	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
b		<b>Javier de la Vega Park to Campbell Trail</b> - This project will provide a trail connection from Javier de la Vega Park through Connors Bog and connect to the existing Campbell Creek Greenbelt Trail at Minnesota and Dimond.	2006 - PE/D 2007+ - Util/C	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500
c		<b>Campbell Creek Trail Grade Separation</b> [Lake Otis Parkway] - Project provides for a grade-separated crossing at Lake Otis Parkway near Campbell Creek. PE funding was added in 2003 to examine a proposed route.	2006-PE/D 2007-ROW 2009-Util/Con	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000
d		<b>South Anchorage Sports Park to Campbell Trail</b> - This project and C Street Phase III pedestrian improvements both contained in the Area-wide Trails Plan.	2006 - PE/D? 2009+ - Util/C	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000
		<b>ANNUAL TOTALS</b>		\$4,175	\$4,037	\$4,200	\$3,950	\$3,750	\$17,600	\$46,087
		The contingency list of projects for each year will consist of the following year's projects								
		ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of November 2004] = approx. \$41.0m in 2004, \$41m in 2005, and \$38m in 2006.		\$41,713	\$38,725	\$40,000	\$40,000	\$40,000	\$35,200	\$353,365
		Approx. Percentage (%) for Transportation Enhancement Improvements is 15%, )		10%	10%	11%	10%	9%		12%
		Estimated % of total funds for trail type improvements		9%	10%	10%	6%	9%		10%
		Estimated % of total funds for roadway type enhancements		1%	1%	1%	4%	1%		2%
		Amount over / (-under ) total funding non-NHS		-\$37,538	-\$34,688	-\$35,800	-\$36,050	-\$36,250		-\$307,278



**Table 5. CONGESTION MITIGATION AIR QUALITY  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

Project #	PROJECT LOCATION	PROJECT PHASING PLAN	10/04 - 0/05	10/05 - 0/06	10/06 - 0/07	10/07 - 0/08	10/08 - 0/09	Est. funding needs after 2009	Estimated total project costs 2004-09
			2005	2006	2007	2008	2009		
1	56511 <b>Right Turn Lane Program</b> - According to the Congestion Management System "Status of the System Report" intersections at various critical locations on the Anchorage transportation network are often the cause of bottlenecks or delays. This program will identify potential project location as well as design and construct the improvements. Funding for the implementation of this program is recommended in Table 3, Project H.	2004 - Design	\$0	\$0	\$0	\$0	\$0	\$0	\$500
2	<b>Anchorage Ridesharing/Transit Marketing</b> - This project funds the operation of the Municipal Share-A-Ride program which promotes, coordinates, and operates an area-wide commuter matching service and a van pool program, and a comprehensive public transportation marketing.	2004 - 2009 Programming	\$640	\$670	\$670	\$670	\$670	\$0	\$3,930
3	<b>Air Quality Public &amp; Business Awareness Education Campaign</b> - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution, as well as inform the business community about local air quality issues and steps they can take to reduce air pollution.	2004 - 2009 Programming	\$500	\$500	\$500	\$500	\$500	\$0	\$3,000
4	56056 <b>Anchorage Bowl LRTP</b> - Funding for the Anchorage Bowl Long-Range Transportation Plan Update for 2025. Funding increase in '05 for increased public involvement, proactive model validation, and alternative development.	2004 - 2005 Implementation	\$500	\$0	\$0	\$0	\$0	\$0	\$1,250
5	<b>Transit Centers/Facilities</b> - This project supports an on-going effort to provide major transit facilities at town centers and major destinations. The Anchorage 2020 / Anchorage Bowl Comprehensive Plan, identified a network of Town Centers intended to function as focal points for community activities with a mix of retail, residential, and public services and facilities, and with pedestrian connections to surrounding neighborhoods and transit.	2004-D 2006-C	\$0	\$4,000	\$0	\$0	\$0	\$0	\$5,000
6	56660 <b>Transit Operations Expansion</b> - This three-year demonstration project provides funding for expansion of the People Mover bus system. Improvements include expansion to new areas, implementation of community connector service to serve low density housing, supporting town centers, and implementing memory headways.	2004 - 2005 Implementation	\$1,970	\$0	\$0	\$0	\$0	\$0	\$3,440
7	<b>Winter CO Season Free Bus Service</b> - This three-year project provides full subsidy to commuters through their employers during the winter CO season (November 1 - February 28). This program is intended to increase transit ridership in winter months and complements current efforts to promote air quality awareness in the business community. (partially-funded in FFY 1999 and 2000)	N/A	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	<b>Midtown District Plan</b> - One of the implementation strategies contained in Anchorage 2020 is the Midtown District Plan. According to the Comprehensive Plan, the Midtown area will be one of the most intensely developed areas of the Municipality and serve as a focal point for office employment, together with supporting retail and commercial development. Specific issues that will be addressed in the Plan include: revisions to land use and design standards, pedestrian access, reduced surface parking, transit facilities, traffic patterns, landscaping, signage, open space, public space, and public art. This project will also fund a Household Preference Survey.	2005 - Study	\$300	\$0	\$0	\$0	\$0	\$0	\$300
9	56550 <b>Private Sector Block Heater Program</b> - Develop a block heater program in which the use of block heaters and electrical outlets are increased. The purpose of this program is to reduce cold start emissions from commuters. \$1,500 originally programmed in FY'04 as this program was slated for completion due to the three-year limitation usage on CMAQ funding. However, staff is researching whether CMAQ funds can be used to fund the program beyond three year limit. Staff is recommending continued funding in FY'05 and FY'06 until a determination is made.	2003 - 2009 Implement	\$500	\$500	\$500	\$500	\$500	\$500	\$3,500



**Table 5. CONGESTION MITIGATION AIR QUALITY  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

Project #	PROJECT LOCATION	PROJECT PHASING PLAN	10/04-9/05	10/05-9/06	10/06-9/07	10/07-9/08	10/08-9/09	Est. funding needs after 2009	Estimated total project costs 2004-09
			2005	2006	2007	2008	2009		
10	<b>Transit Fleet Expansion/Replacement</b> - This project funds three buses annually for expansion of the People Mover system, and replacement of transit buses. Buses have a 12-year useful life cycle. Funding in 2007 starts the two-year procurement process for replacement buses that will be put into service in 2009.	2005 - 2009 Fleet Expansion	\$300	\$1,100	\$6,600	\$0	\$5,600	\$0	\$13,600
12	55621 <b>Oxygen Sensor Replacement Program</b> - First-year design money to be used to verify strategy & set-up program. Project to enhance benefits of I/M program to increase effectiveness.		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Reduced by \$1.6 million and combined into amended project #15				
13	58075 <b>Transit Stop Enhancement Program</b> - This program improves the safety, usability, and appearance of bus stops. Typical activities include minor construction projects, installation of transit furnishing, clearing and grubbing of landscaping, watering, planting, and snow and ice removal.	2004 - 2009 Implementation	\$165	\$170	\$175	\$180	\$185	\$0	\$1,025
				Increased by \$10K	Increased by \$10K	Increased by \$10K	Increased by \$10K	Increased by \$10K	
14	<b>IM Evaluation Program</b> - Additional testing using a dynamometer will be used to track cold weather emission reductions, OBD performance, and evaluations will be made to determine longevity of IM program effectiveness. Data will also allow verification of modeling efforts and planning documents.	2005 - Design 2007-2009 Implementation	\$850	\$0	\$500	\$500	\$500	\$0	\$2,350
15	<b>Plug-in Installation at Public Facilities</b> - This program would provide funding for the installation of electrical receptacles at federal, state and local public facilities for employees, students and others that park for extended periods of time and create "cold starts." Funding criteria will be established to assure that only the most cost-effective projects receive funding.	2005 Implementation	\$150	\$0	\$0	\$0	\$0	\$0	\$150
				Deferred to '06 to balance program					
16	<b>Anchorage School District Compressed Natural Gas Buses</b> - This project is contingent on the success of the CNG pilot program funded in FFY2000 for ASD. Project would provide funding for purchase of 5 dedicated CNG buses in 2006 and 5 more in 2007.	2006 - 2007 Purchase	\$0	\$500	\$500	\$0	\$0	\$0	\$1,000
17	<b>Anchorage School District (ASD) Indoor Bus Storage</b> - This project provides for the design and construction of a heated indoor storage barn for the ASD bus fleet to minimize diesel cold starts, increase winter warm up time for student comfort and safety. Location to be determined. Project construction cost to be determined and 50% funded by ASD.	2005 PE/D 2008 - Construct	\$500	\$0	\$0	\$0	\$0	\$3,000	\$3,500
					Construction cost to be determined and revisited for TIP funding				
18	54920 <b>Traffic Control Signalization</b> - Program would provide proactive efficiencies with better/ more updated signal timing plans to address intersection congestion and improving air quality. Funding to support development of Traffic Management Center and emergency vehicle and transit ITS.	2004-09 Programming	\$490	\$250	\$200	\$200	\$200	\$300	\$1,840
				Increased by \$100K					
19	56549 <b>Implementation of Best Management practices for PM-10 Control</b> - This project provides funding for (1) sweeping of major roads in the Municipality of Anchorage prior to peak PM-10 period associated with spring break-up; (2) application of chemical dust palliatives to treat accumulated dirt on the shoulders and medians of major roads to reduce dust emissions during high PM-10 periods ; (3) development, implementation and enforcement of possible new regulations and permitting requirements for those involved in sanding and/or sweeping roads, parking lots and 4) purchase of new equipment for street sweeping and application of chemical dust palliatives.	2004-06 Implementation	\$350	\$350	\$0	\$0	\$0	\$0	\$1,025
new 22	55066 <b>Chester Creek Trail Connection {Tudor Road Crossing to Goose Lake}</b> - Project provides a connection from the Tudor Crossing to east of University Lake, minimizing impacts on neighborhoods and APU. Project also includes a multi-use paved trail connecting UAA student housing with main campus on Providence Dr. ROW funding in 2004 Table 4 # 4.	2006 - Util/C	\$0	\$2,480	\$0	\$0	\$0	\$0	\$2,480
					30 K increase				
new 23	d 53677 PHH 56530 <b>Muldoon Road Landscaping and Pedestrian Improvements [Regal Mountain to Bartlett Dr]</b> - This funding will construct additional pedestrian amenities and minimal landscaping for the remainder of the corridor. ROW funding in 2004 Table 4 #9	2005 - ROW/Util/C	\$4,110	\$0	\$0	\$0	\$0	\$0	\$4,110
					ROW phase added for 2005				



**Table 5. CONGESTION MITIGATION AIR QUALITY  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

Project #	PROJECT LOCATION	PROJECT PHASING PLAN	1004-9/05	1005-9/06	1005 - 9/05	1007 - 9/08	1008 - 9/09	Est. funding needs after 2009	Estimated total project costs 2004-09
			2005	2006	2007	2008	2009		
	The contingency list of projected for each year will consist of the following year's projects.	ANNUAL TOTALS	\$11,325	\$10,520	\$9,645	\$2,550	\$8,155	\$3,800	\$47,890
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of November 2004] = approx. \$41m in 2004, \$41m in 2005, and \$38m in 2006.		\$41,713	\$38,725	\$50,000	\$50,000	\$50,000		
	Amount over / (-under) projected total CMAQ allocation level		-\$30,388	-\$28,205	-\$40,355	-\$47,450	-\$41,845		
	Approximate Percent (%) for Congestion Mitigation/Air Quality, FFY2004-2006 = \$3M annually)		27%	27%	19%	5%	16%		16%





**Table 6. NATIONAL HIGHWAY SYSTEM  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAM					Est funding needs after 2009	Estimated total project cost 2001-09
			10/04-9/05	10/05-9/06	10/06-9/07	10/07-9/08	10/08-9/09		
			2005	2006	2007	2008	2009		
1	<b>Glenn Highway Reconstruction</b> [Gambell Street to McCarrey Street] - Reconstruct with one additional lane each direction.	2005 - D/ROW 2007 - Util/C	\$1,800	\$0	\$20,320 <small>Con deferred to '07</small>	\$0	\$0	\$0	\$22,820
2	<b>Glenn Highway Surface Rehabilitation</b> [McCarrey Street to South Birchwood Interchange (MP 2-17)] - Rehabilitate surface.		\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	<b>Glenn Highway Surface Rehabilitation</b> [South Birchwood Interchange to Eklutna Exit (MP 17-26)] - Surface Rehabilitation. May include minor improvements at the Eklutna Overpass to reduce strikes by over-height vehicles. Includes design of pavement rehab from Airport Heights Rd to South Birchwood I/C.		\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	<b>International Airport Road at New Seward Highway Grade Separation</b> - Construct a grade-separated intersection on the New Seward Hwy at International Airport Rd, including trails and landscaping.	2005 - PE/Design 2006 - ROW 2009+ - Util/Const	\$1,200 <small>Increased by \$100K</small>	\$50	\$0	\$0	\$0	\$14,000	\$15,250
5	<b>International Airport Road Interchanges &amp; Railroad Grade Separations</b> [at Jewel Lake Road & Internat'l Airport Road and at Postmark Drive & Internat'l Airport Road] - Construct interchange at Jewel Lake/ Spenard Road and Internat'l Airport Road. Will also grade-separate railroad crossings for Internat'l Airport and Spenard Roads, improving safety and capacity. Trails, landscaping included. Project reevaluates environmental document & designs the I/C at Postmark Dr.	2006 - D 2009+ - D/ROW/Util/C	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	<b>Tudor and Muldoon Road Rut Repair</b> [36th Avenue to Glenn Highway] - Rehabilitate pavement. See Table 8.		\$0	\$0	\$0	\$0	\$0	\$0	\$5,800
7	<b>O'Malley Road/'C' Street Interchange</b> [Develop interchange on O'Malley Road at 'C' Street] - The current 'C' Street Extension project is preparing the environmental document and design for the 'C' Street and O'Malley Road interchange. Project being developed with C Street Ph. III shown in Table 8.	2004 - Util/Const	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800
8	<b>O'Malley Road Interchanges at Old and New Seward Highways</b> - Develop directional interchange at New Seward Highway. Project will elevate Old Seward Highway over O'Malley Road.	2006 - Design 2006+ - Util/C	\$0	\$1,500	\$0	\$500	\$20,000	\$15,000	\$37,000
9	<b>Seward Highway Surface Rehabilitation</b> [Potter Section House to Huffman Road (MP-115.7 to 119.2)] - Pavement rehabilitation of 3.5 miles section of the Seward Highway.		\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	<b>New Seward Highway</b> [Rabbit Creek to 36th Avenue] - Analyze and identify needed transportation improvements in the Seward Highway Corridor, between Rabbit Creek and 36th Avenue. Improvements to be considered may include: widening from four to six lanes; modify existing interchanges; grade separation at 36th Ave; rehabilitate existing frontage roads on east/west sides of New Seward Hwy from Tudor to O'Malley; and construct a new western frontage road between Dimond and O'Malley, including bike lane and drainage improvements; overcrossings at 68th, 76th and 92nd Ave.; extension and upgrade of 92nd to minor arterial standards; construct frontage roads along New Seward Hwy; and pedestrian & bike facilities.	2005 - D 2006+ - ROW 2007+ - Util/Const	\$3,900 <small>Design funding increased by \$300K</small>	\$1,100	\$6,400	\$0	\$0	\$0	\$11,400 <small>RCAN funding split between 2006 and 2007 (total \$7.5M)</small>
11	<b>New Seward Highway Improvements</b> [36th Avenue to 20th Avenue] - Identify needed transportation improvements consistent with the AMATS Anchorage Bowl Long-Range Transportation Plan, and prepare the appropriate environmental document for those improvements.	2004 - D 2004 - D 2006 - D 2006+ - ROW/Util/C	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**Table 6. NATIONAL HIGHWAY SYSTEM  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAM					Est funding needs after 2009	Estimated total project cost 2001-09
			10/04-9/05	10/05-9/06	10/06-9/07	10/07-9/08	10/08-9/09		
			2005	2006	2007	2008	2009		
12	<b>NHS Intersection Improvements</b> - Design and construct improvements to enhance traffic flow on the Glenn Highway, from Airport Heights Road to McCarrey Street; on Tudor Road at Old Seward Highway and Bragaw Street; and on Minnesota and Northern Lights Boulevard.	2004- D 2005 Util/Const	\$4,525 	\$0	\$0	\$0	\$0	\$0	\$5,325
13	<b>Tudor Road Surface Rehabilitation</b> [Minnesota Drive to 36th Avenue]—Rehabilitate 6.4 miles of pavement.		\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	<b>NHS Arterial Rut Repair / Pavement Rehabilitation</b> —Project works in conjunction with the Pavement Management System and the Maintenance & Operations pavement projects to maximize efficiency and speed of response to pavement needs in Anchorage.	2003-06—D/Util/C 2006+—Const	\$0	\$0	\$0	\$0	\$0	\$0	\$7,560
15	<b>New Seward Highway</b> [Potter to Rabbit Creek Road] - Rehabilitate the New Seward Highway from Potter to Rabbit Creek. Evaluate need for passing lanes and/or realignment.	2005 - PE/D 2009 - Util/C	\$1,000 	\$0	\$0	\$0	\$0	\$0	\$1,000
16	<b>Eklutna River Bridge</b> - project would replace the Eklutna River bridge N.B. on the Glenn Highway to increase legal load capacity.	2006 - D	\$0	\$250					
	The contingency list of projected for each year will consist of the following year's projects. (Note: Table is not shown in priority order. These projects have not been ranked).	ANNUAL TOTALS	\$12,425	\$2,900	\$26,720	\$500	\$20,000	\$29,000	\$124,003



**Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN		FEDERAL FISCAL PROGRAMMING YEAR (\$,000)					Est funding needs after 2009	Estimated total project costs
				10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			Carryover	2005	2006	2007	2008	2009		
	<b>Municipality of Anchorage - FTA Section 5307 Funds</b>									
a	<b>1% Transit Enhancement</b> - TEA-21 establishes a minimum annual expenditure requirement of one percent for transit projects and eligible enhancements [historic preservation of mass transportation facilities, bus shelters, landscaping and other scenic beautification, transit furnishings, public art, pedestrian access and walkways, bicycle access and bike storage, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation].	2004 - 2009 Implementation	NA	\$39	\$39	\$39	\$39	\$39	\$0	\$234
b	<b>Transit Planning Program</b> - This provides replacement funding resulting from a reduction in Anchorage's allocation of the Federal Transit Administration's Section 5303 program. With the 2000 U.S. Census, Fairbanks became eligible for Section 5303 funding. With no increase in the allocation to Alaska, Anchorage's allocation has been reduced.	2004 - 2009 Implementation		\$50	\$50	\$50	\$50	\$50	\$0	\$300
c	<b>Bus Stop Improvements</b> - This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts.	2004 - 2009 Implementation	NA	\$750	\$750	\$750	\$750	\$750	\$0	\$4,500
d	<b>Preventive Maintenance / Capital Maintenance</b> - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for these items is based on a percentage of annual vehicle maintenance costs [up to 20%].	2004 - 2009 Implementation	NA	\$1,200	\$1,200	\$1,200	\$1,200	\$1,200	\$0	\$7,200
e	<b>Fleet Improvement and Support Equipment</b> - This project funds improvements to existing transit and paratransit fleets. Typical projects include a ticket reader and issue attachment, which issues passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mobile display terminals; and vehicle communications and locations systems.	2004 - 2009 Implementation	NA	\$350	\$350	\$350	\$350	\$350	\$0	\$1,950
f	<b>Support Vehicles</b> - This project funds purchase of replacement vehicles and equipment to support operation of the transit system. Typical purchases include pickup trucks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, fork lifts, sweepers, and bus access snow removal equipment.	2004 - 2009 Purchase	NA	\$100	\$100	\$100	\$100	\$100	\$0	\$600
g	<b>Transit Center Planning</b> - This project would replace the existing transit center in the CBD with a new facility. Expanded services are required. The facility is expected to be a public/private partnership serving the People Mover system, as well as other transportation operators. Location to be determined. Construction is programmed for CMAQ funding after 2006.	2004 - D	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$500
h	<b>Paratransit Vehicles and Major Maintenance Equipment</b> - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service and the Vanpool program. Major maintenance funding for these vehicles is provided for the most efficient use of this equipment.	2004 - 2009 Implementation	NA	\$920	\$950	\$950	\$950	\$950	\$0	\$5,640



**Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN	Carryover	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)					Est funding needs after 2009	Estimated total project costs
				10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
				2005	2006	2007	2008	2009		
i	<b>Automated Operating System / AnchorRIDES/ People Mover</b> - The project improves the system by collecting real-time vehicle location information and further automating the scheduling/dispatch functions that will substantially improve the system. This project automates the operation of the fixed route buses including vehicle location and operating characteristics, customer real-time information, passenger counting equipment and improved management reporting capability.	2004 -09 Implementation	NA	\$100	\$200	\$200	\$200	\$200	\$0	\$1,000
j	<b>ADA Complementary Paratransit Services</b> - Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses.	2004 - 2009 Purchase	NA	\$310	\$310	\$310	\$310	\$310	\$0	\$1,860
k	<b>Management Information Systems</b> - This project funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographic Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers.	2004 - 2009 Implementation	NA	\$150	\$150	\$150	\$150	\$150	\$0	\$900
	<b>subtotal FTA Section 5307 Transit funding to the MOA</b>		\$1,112	\$3,969	\$4,099	\$4,099	\$4,099	\$4,099	\$0	\$24,684
	<b>Alaska Railroad - FTA Section 5307 Funds</b>									
l	<b>1% Transit Security on the Alaska Railroad Corporation projects (Sec 5307)</b>	2004 - 2006 Appropriation	NA	\$50	\$50	\$50	\$50	\$50	\$0	\$300
n	<b>Preventive Maintenance/ Capital Maintenance</b> - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for these items is based on a percentage of annual maintenance costs.	2004-2009 Implementation	NA	\$3,518	\$3,623	\$3,732	\$3,845	\$3,960		\$21,878
o	<b>Ship Creek Pedestrian Trail Construction</b> - funds will assist the Municipality of Anchorage in constructing a portion of the Ship Creek Trail through ARRC's main railyard. Project will include pedestrian / track grade separation.	2005 - 2006 Implementation		\$500	\$0	\$0	\$0	\$0	\$0	\$1,500
	<b>subtotal FTA Section 5307 Transit funding to Railroad</b>			\$4,068	\$3,673	\$3,782	\$3,895	\$4,010	\$0	\$23,678
	<b>Alaska Railroad - FTA Section 5309 Fixed Guideway Funds</b>									
p	<b>South-Anchorage-Double-Track—Phase II, (Campbell Creek Bridge and CTC)—</b> The Alaska Railroad Corporation is expanding its track with an additional rail line next to ARRC's main line in locations between the Wasilla and Girdwood.	2002-2004- Implementation		\$0	\$0	\$0	\$0	\$0	\$0	\$0
q	<b>Preventive maintenance, passenger facilities, equipment and safety improvements</b> - these funds will be used for a variety of projects including preventative maintenance, wayside track improvements, track rehabilitation, facility improvements, rehabilitation or purchase of passenger cars or power cars.	2004 - 2009 Implementation		\$2,311	\$2,380	\$2,452	\$2,525	\$2,601	\$0	\$13,398



**Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN	Carryover	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)					Est funding needs after 2009	Estimated total project costs
				1004 - 0905 2005	1005 - 0906 2006	1006 - 0907 2007	1007 - 0908 2008	1008 - 0909 2009		
r	<b>Rail Capacity Improvements - Phase II</b> - The Alaska Railroad Corporation is expanding its track with an additional rail line next to ARRC's main line in locations throughout the Wasilla - Girdwood operating area; This next phase will engineer, design and construct a new double-track bridge across Ship Creek in the Anchorage yard.	2007 - 2009 Implementation		\$0	\$0	\$1,000	\$2,000	\$2,000	\$0	\$5,000
s	<b>Anchorage Yard Improvements for Passenger Operations</b> - This program will install draft devices, improve tracks, switches, leads and other upgrades and rehabilitation to support increased passenger operations.	2007-2009 Implementation		\$0	\$0	\$2,000	\$2,000	\$3,000	\$0	\$7,000
	<b>subtotal FTA Section 5309 (Fixed Guideway) funding to Railroad</b>			\$2,311	\$2,380	\$5,452	\$6,525	\$7,601	\$0	\$25,398
	<b>-Alaska Railroad-- FTA Section 5309 (New Start) Funds</b>									
t	<b>Girdwood-to-Wasilla Commuter Rail Project (See 5309 New Start)</b> - Alaska Railroad Corporation will straighten and re-align, signalize, add power switches and add additional track between MP-75, Girdwood and MP-158.6, Wasilla. Project includes construction and rehabilitation of track and bridge structures as necessary. This project contains three independent segments that are described below (see w, x, and y).	2001-2006 Implementation		\$0	\$0	\$0	\$0	\$0	\$0	\$0
u	<b>1) MP105-MP111-Klatt Road to Spenard Builders Supply in Anchorage Phase 1, (See 5309 New Start).</b> South Anchorage Double Track. FY appropriation of \$5,621,840.00 awarded September 2001.			\$0	\$0	\$0	\$0	\$0	\$0	\$0
v	<b>2) MP127-MP146-Eagle River to Knik River. (See 5309 New Start)</b>			\$0	\$0	\$0	\$0	\$0	\$0	\$0
w	<b>3) MP146-MP158.6-Knik River to Wasilla. (See 5309 New Start).</b> This is a segment of the larger project outside of the AMATS boundaries. FY appropriation of \$4,188,947 and FY appropriation of \$4,855,196 (total \$9,044,144.00) awarded in CY2003.			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>subtotal FTA Section 5309 (New Start) funding to Railroad</b>			\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Alaska Railroad - FTA Section 5309 (Earmark) Funds</b>									
x	<b>Ship Creek Intermodal Facility</b> - Development of a transportation hub (bus, rail, parking, pedestrian services located in the Ship Creek Area. Funding shown in the 2005-06 program years is estimated and shown for illustrative purposes.	2004 - 2006 Implementation		\$2,500	\$5,500	\$0	\$0	\$0	\$0	\$11,298
z	<b>Construct Passenger Maintenance Facility</b> - with accessories equipment and services and related track. Funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.	2005-2006 Implementation	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>subtotal FTA Section 5309 (Earmark) funding to Railroad</b>			\$2,500	\$5,500	\$0	\$0	\$0	\$0	\$11,298
	<b>subtotal FTA Sections 5307 &amp; 5309 Transit funding to ARRC</b>			\$8,879	\$11,553	\$9,234	\$10,420	\$11,611	\$0	\$60,374
	<b>Municipality of Anchorage - FHWA/STP [CMAQ, Table 5] funds (projects are duplicated here to illustrate entire transit program)</b>									
aa	<b>Anchorage Ridesharing/Transit Marketing</b> - This project funds the operation of the Municipal Share-A-Ride program which promotes, coordinates, and operates an area-wide commuter matching service and a van pool program, and a comprehensive public transportation marketing effort.	2004 - 2009 Programming	NA	\$640	\$670	\$670	\$670	\$670	\$0	\$3,930



**Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)					Est funding needs after 2009	Estimated total project costs	
			10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09			
			Carryover	2005	2006	2007	2008			2009
bb	Transit Centers/Facilities - this project supports an on-going effort to provide major transit facilities at town centers and major destinations. The Anchorage 2020 / Anchorage Bowl Comprehensive Plan, identified a network of Town Centers intended to function as focal points for community activities with a mix of retail, residential, and public services and facilities, and with pedestrian connections to surrounding neighborhoods and transit.	2004-D 2005-Con 2006-Con	NA	\$0	\$4,000	\$0	\$0	\$0	\$0	\$5,000
cc	Transit Operations Expansion - his three-year demonstration project provides funding for expansion of the People Mover bus system. Improvements include expansion to new areas, implementation of community connector service to serve low density housing, supporting town centers, and implementing memory headways.	2004 - 2005 Fleet Expansion	NA	\$1,970	\$0	\$0	\$0	\$0	\$0	\$3,440
dd	Winter CO Season Free Bus Service—this three-year project provides full subsidy to commuters through their employers during the winter CO season (November 1—February 28). This program is intended to increase transit ridership in winter months and complements current efforts to promote air quality awareness in the business community. (partially funded in FFY 1999 and 2000)	2004—2006—Implementation	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ee	Transit Fleet Expansion/Replacement - This project funds three buses annually for expansion of the People Mover system, and replacement of transit buses. Buses have a 12 year useful life cycle. Funding in 2007 starts the two-year procurement process for replacement buses that will be put into service in 2009.	2005 - 2009 Fleet Expansion	NA	\$300	\$1,100	\$6,600	\$0	\$5,600	\$0	\$13,600
ff	Transit Stop Enhancement Program - This program improves the safety, usability, and appearance of bus stops. Typical activities include minor construction projects, installation of transit furnishing, clearing and grubbing of landscaping, watering, planting, and snow and ice removal.	2004 - 2006 Implementation	NA	\$165	\$170	\$175	\$180	\$185	\$0	\$1,025
	subtotal FHWA/CMAQ Transit funding			\$3,075	\$5,940	\$7,445	\$850	\$6,455	\$0	\$26,995
	Total Transit Program (FTA {5307+5309} + FHWA {CMAQ})			\$15,923	\$21,592	\$20,778	\$15,369	\$22,165	\$0	



**Table 8. Other Federal, State and Local Funded Projects within AMATS Area  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT DESCRIPTION	Project Phasing Plan	Source	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)		2007	2008	2009	Estimated total needs after 2006	Total project cost 2001-2009
				2005	2006					
<b>I</b>	Port Intermodal Expansion Project - Construct intermodal freight and passenger capital improvements to the Port of Anchorage and access thereto.	2004-PE/D/ROW/Util/C	MARAD FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
	Maritime Administration - (MARAD) (TEA-LU High Priority) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		MARAD TEA LU HP	\$12,500	\$12,500	\$12,500	\$12,500	\$12,500	\$0	\$75,000
	MARAD - (Transfers from FTA) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		MARAD FTA	\$3,250	\$3,250	\$0	\$0	\$0	\$0	\$12,350
	MARAD - (Transfers from Department of Defense (DOD) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		MARAD DOD	\$20,000	\$10,000	\$0	\$0	\$0	\$0	\$35,000
	MARAD - (Transfers from Economic Development Administration (EDA)) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		MARAD EDA	\$2,500	\$0	\$0	\$0	\$0	\$0	\$5,000
	Transportation Infrastructure Finance and Innovation Act (TIFIA) funding shown in 2004 is estimated and shown for illustrative purposes.		TIFIA	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000
	<b>Project totals</b>			\$38,250	\$25,750	\$12,500	\$12,500	\$12,500	\$0	\$155,150
<b>A</b>	<b>Recreational Trails for Alaska</b> - This program is administered by the Alaska Dept of Natural Resources, Division of Parks and Outdoor Recreation. The program makes funds available through a competitive process for trails improvements. Funding estimate based on 2000 grant awards within AMATS area.	2001 - 2003 Programming	NA	\$45	\$45	\$0	\$0	\$0	\$45	\$270
<b>C</b>	<b>Rail Extensions, signalization and remotely controlled power switches. (ARRC)</b>	2001 - 2006 Implementation	FRA	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$42,000
<b>D</b>	<b>Track Rehabilitation, realignment and Expansion, Elmendorf AFB and Ft Richardson,</b> continue program of expansion, double tracking, signalization across military bases. (ARRC)	2001-2003 Implementation	DOD FRA	\$8,000	\$0	\$0	\$0	\$0	\$0	\$36,200
<b>E</b>	<b>Anchorage Operations Center</b> - Replace operations center located in Anchorage yard. (ARRC)	2004 Implementation	FRA	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
<b>F</b>	<b>Knik Arm Crossing</b> - design a crossing between the Municipality of Anchorage and the Mat-Su Borough across the Knik Arm. Funding estimates DO NOT include a crossing with railroad tracks. Funding shown in the 2004-09 program years is estimated and shown for illustrative purposes.	2004 PE/D 2005 - PE 2006 - ROW 2007+ - Util/C	Earmark	\$8,600	\$0	\$12,200	\$15,000	\$175,000	\$562,500	\$778,300
<b>G</b>	<b>C' Street Construction Phase III</b> [Dimond Boulevard to O'Malley Road] - Construct a new road link south of Dimond Boulevard to O'Malley Road, including lighting, drainage, landscaping and pedestrian facilities (a segment of the North/South Trail). The interchange at O'Malley is shown in Table 6.	2004 - Util/Con	FHWA GARVEE	\$0	\$0	\$0	\$0	\$0	\$0	\$18,642
<b>I</b>	<b>Creekside Towncenter - Transportation Improvements</b>	2004-06	TEA-21 HP and State GF	\$8,000	\$9,000	\$0	\$0	\$0	\$0	\$25,800
<b>J</b>	<b>Abbott Loop Road Extension/Reconstruction</b> [48th Avenue to Abbott Road]. Funding shown in the 2004-06 program years are state general fund bonds that will be used to fund the project as the EAST study has identified it as a preferred alternative.	2003 - PE/D 2004-06 - PE/D/ROW/Util/Construct	State General Obligation Bond Funds	\$31,420	\$0	\$0	\$0	\$0	\$0	\$33,490
<b>K</b>	<b>Integrated Geographic Information System (GIS) Roadnet</b> - integrate existing Municipality of Anchorage GIS transportation road network information ("Roadnet") into one corporate GIS layer.	2004 - Implementation	Intelligent Transportation System (ITS) Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$260
<b>L</b>	<b>Condition Acquisition and Reporting System (CARS) - MOA in development and implementation of CARS/511, Alaska advanced traveler information system</b>	2004 - Implementation	ITS Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$150
<b>M</b>	<b>C Street Construction Phase IV</b> - ARRC crossing at Raspberry Road	2004 -PE/D	Earmark	\$0	\$0					\$2,000



**Table 8. Other Federal, State and Local Funded Projects within AMATS Area  
AMATS FFY 2004-2006 TIP (2005 PC Approved)**

	PROJECT DESCRIPTION	Project Phasing Plan	Source	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)		2007	2008	2009	Estimated total needs after 2006	Total project cost 2001-2009
				2005	2006					
N	<b>Kincaid Park Trail Connection</b> - Project will construct approximately 1.5 miles of paved separated trail along Kincaid Park Access Road connecting trails at Kincaid Chalet and Raspberry Road.	2004 -	Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$900
O	<b>Ship Creek Improvements</b> - Project consists of access road improvements to small boat harbor at the Port of Anchorage and culvert on Ship Creek.	2004 -	Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
P	<b>Rail Capacity Improvements MP114-MP110 (See 5309 Fixed Guideway)</b> - The Alaska Railroad Corporation is expanding its track with an additional rail line next to ARRC's main line in locations throughout the Wasilla - Girdwood operating area; specific project in 2002 -2003 will be MP114 to MP110 which includes switches at Anchorage International Airport "wy". This project will include environmental analysis, design, construction and rehabilitation of track and bridge structures and signaling systems. Funding shown in 2004 to 2006 program is estimated and shown for illustrative purposes. (project previously on Table 7, letter "q"). (ARRC)	2004-2006 Implementation	Earmark	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$22,000
Q	<b>Locomotive Fueling and Service Facility</b> - These funds engineer, design and construct a new efficient, environmentally safe "one-stop" fueling station in the Anchorage Yard. Funding shown in 2004 to 2006 program is estimated and shown for illustrative purposes. (project previously on Table 7 letter "t"). (ARRC)	2006 - 2009 Implementation	Earmark	\$0	\$850	\$6,000	\$5,000	\$1,000	\$3,000	\$15,850
R	<b>RTPO Regional Plan</b> - Funding for the Long Range Transportation Plan for the RTPO. Joint funding from ARRC, MOA, Mat-Su Borough and ADOT.	2005 - Implementation.	Various	\$175	\$0					\$200
S	<b>Bartlett Access Intersection Safety Improvements</b> - improvements include channelized right turn packets for Bartlett HS driveways, prep for future signal & potential internal circulation improvements.	2005 - Implementation.	Earmark	\$500	\$0					\$500
T	<b>Alaska Native Medical Center Intermodal Bus/ Parking Facility</b>		Earmark	\$2,000	\$0					\$2,000
U	<b>Anchorage Museum Transit Intermodal Depot</b> - construct a transit stop at 6th Ave next to the Museum expansion project.		Earmark	\$1,500	\$0					\$1,500
V	<b>Anchorage Paratransit &amp; Disability Improvements</b> - Various paratransit related improvements may include some of the following: construction of an operations and maintenance building for paratransit, purchase of paratransit vehicles, capital maintenance of paratransit vehicles, and backup power for bus barn doors.		Earmark	\$1,500	\$0					\$1,500
W	<b>Anchorage Ship Creek Intermodal Facility.</b> (ARRC)		Earmark	\$2,500	\$0					\$2,500
X	<b>Port of Anchorage Intermodal Facility</b>		Earmark	\$2,500	\$0					\$2,500
Y	<b>Safety Information Exchange</b> - Commercial Vehicle Exchange Window (CVIEW) used for exchanging interstate & intrastate carrier and vehicle safety snapshots within Alaska.	2005 - Implementation	ITS Earmark	\$250	\$0					\$250
Z	<b>Credentials Administration</b> - Commercial vehicle operators will apply for oversize/ overweight permits on-line.	2005 - Implementation	ITS Earmark	\$75	\$0					\$75
a	<b>Electronic Screening</b> - Alaska State Commercial Vehicle Enforcement inspectors will process & weigh commercial vehicles before they reach the weigh station.	2005 - Implementation	ITS Earmark	\$1,000	\$0					\$1,000
b	<b>Tudor Road Rut Repair (Minnesota Drive to Regal Mt.)</b>	2005 - Util/C/ROW/Util/	FHWA STP & NHS	\$6,500	\$0					\$6,500
c	<b>Ship Creek Improvements</b>	2005 - Implementation	Earmark	\$2,000	\$0					\$2,000
<b>TOTALS - Other Federally &amp; State funded Improvements within the AMATS Area</b>				<b>\$134,815</b>	<b>\$55,645</b>	<b>\$30,700</b>	<b>\$32,500</b>	<b>\$188,500</b>	<b>\$565,545</b>	<b>\$1,163,487</b>



**Table 9. NATIONAL HIGHWAY SYSTEM (NHS) and non-NHS IMPROVEMENTS**  
**Outside AMATS, Within the Municipality of Anchorage**  
**AMATS FFY 2004-2006 TIP (2005 PC Approved)**

*for information only, no approval required*

	PROJECT LOCATION	PROJECT PHASING PLAN	1004-9/05	1005-9/06	1006-9/07	1007-9/08	1008-9/09	Estimated funding needs after 2009	Estimated total project cost
			2005	2006	2007	2008	2009		
a	<b>Whittier Maintenance and Operations</b> - Federal-aid eligible portion of Whittier tunnel and approaches, maintenance and operations. performed by contractor prior to turnover to ADOT&PF.	2004-2009 - M&O	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$8,000	\$24,156
b	<b>Seward Highway MP 75 - 90</b> [Ingram Creek to Girdwood Road and Bridge Rehabilitation] - Rehabilitate pavement and rehabilitate or replace the following bridges: Placer Creek #0627 & 0629, Portage Creek #0630 and 0631, 20 Mile River #0634, Peterson Creek #0636, Virgin Creek #0638, and Glacier Creek #0639. Provide grade separation of railroad crossing near the intersection of Portage Valley Road and the Seward Highway. Construct passing lanes and a separated trail.	2005 - PE 2007 - ROW/Util/C	\$2,000	\$0	\$43,560	\$0	\$0	\$0	\$45,560
c	<b>Seward Highway MP 99 - 104</b> [Bird & Indian Bypass] - Design and construct the relocation of Seward Highway to bypass the communities of Bird and Indian. Project includes passing lanes and bicycle/pedestrian trail. This is a segment of the Seward Highway Passing Lanes project.	2005 - Utility	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500
d	<b>Seward Highway MP 104 - 115</b> [Indian to Potter, Passing Lanes] - Design and construct passing lanes and a bicycle/pedestrian trail between Indian and Potter Marsh. Includes the Windy Corner project to expand and improve the existing pullout and to add (pedestrian) wildlife viewing, interpretation, and landscaping. This is a segment of the Seward Highway Passing Lanes project.	2004 - Design 2005 - Util/C 2006 - C	\$7,600	\$1,500	\$0	\$0	\$0	\$0	\$11,600
e	<b>Girdwood Roadway and Drainage Improvements</b> - Funds to implement various transportation and drainage improvements within Girdwood.	Congressional Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
f	<b>Iditarod Historic National Trail</b>	Congressional Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$500
g	<b>Winner Creek Trail Improvements</b> near Girdwood	Congressional Earmark	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
h	<b>Girdwood Transportation Center</b>	Congressional Earmark	\$0	\$0					\$1,000
i	<b>Seward Highway MP 97 - 99</b> [Bird Point to Bird, Passing Lanes] - Design and construct passing lanes and a trail between Bird Point and Bird. Project includes passing lanes and bike/ped trail. Segment of Seward Highway Passing Lanes Project.	2005 - C	\$1,200	\$0					\$1,200
	<b>The contingency list of projected for each year will consist of the following year's projects.</b>	<b>ANNUAL TOTALS</b>	<b>\$14,300</b>	<b>\$3,500</b>	<b>\$45,560</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$8,000</b>	<b>\$137,116</b>



**Table 10 2004-2006 TIP, Pavement Replacement Program (see Table 3, Project 9)(2005 PC Approved)**

<b>2004-2006 TIP, Pavement Replacement Projects, {see Table 3, Project 9}</b>									
Priority	Project Location	Project Phasing	2005	2006	2007	2008	2009	2009+	Estimated Total
1	Lake Otis Parkway Pavement Replacement - DeBarr Road to Northern Lights Blvd. PE/Design funding proposed with local bonds (to be constructed in 2004 with 2003 funding already	2004-Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	9th Avenue Pavement Replacement - L Street to Ingra Street. PE/Design funding proposed with local bonds. Total project estimate at \$5.5M, local funds will contributed address signal and street lighting improvement not covered under this Program.	2004-Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
3	Bragaw Street Pavement Replacement - Glenn Highway to Debarr Road. PE/Design funding proposed with local bonds.	2004-Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
4	Arctic Boulevard Pavement Replacement - Fireweed Lane to Tudor Road.	2005-Construct	\$6,905	\$0	\$0	\$0	\$0	\$0	\$6,905
5	Lake Otis Parkway Pavement Replacement - 68th Avenue to Abbott Road and 88th Ave from Lake Otis Parkway to Toloff	2006-Construct	\$0	\$5,025	\$0	\$0	\$0	\$0	\$5,025
6	Arctic Boulevard Pavement Replacement - Tudor Road to Raspberry	2007-Construct	\$0	\$0	\$2,500	\$0	\$0	\$0	\$2,500
7	Pavement Replacement Program for promoting advanced pavement design to reduce pavement wear and rutting and extend the life of pavement for projects currently in the TIP.	2004-Construct	\$1,500	\$0	\$0	\$0	\$0	\$0	\$3,000
	Pavement Replacement Annual Totals shown in Table 3		\$8,405	\$5,025	\$2,500	\$0	\$0	\$0	\$25,130

\* PE/Design funding proposed with local bonds.



**Table 11**  
**2004-2006 TIP, Safety Improvement Program, {see Tables 3 Project 5}(2005 PC Approved)**

2004-2006 TIP, Safety Improvement Projects {see Table 3, # 5}									
Priority	Project	Project Phasing	2005	2006	2007	2008	2009	2009+	Est. Total funding
1	Old Seward Highway @ 48th Avenue Channelization-Improvements (Non-NHS)	2003-PE/Design 2004-Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Northern Lights Boulevard @ Bragaw Street Channelization-Improvements (Non-NHS)	2003-PE/Design 2004-Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	10th Avenue @ E Street & C Street Channelization-Improvements (Non-NHS)	2003-PE/Design 2004-Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Lake Otis Parkway @ 68th Avenue Channelization-Improvements (Non-NHS)	2003-PE/Design 2004-Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Tudor Road @ Folker Street Channelization Improvements (NHS)	2003-PE/Design 2004-ROW/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	L Street: 5th Avenue to 13th Avenue Channelization-Improvements (NHS)	2003-PE/Design 2004-Design/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	13th Avenue @ Gambell Street Channelization Improvements (NHS)	2003-PE/Design/Util 2004-ROW/Construct	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1	Safety Database System - This system would house accident information, volume data and statistical traffic figures to be used to improve safety with the MOA.	2003-04 - Design/Purchase	\$0	\$0	\$0	\$0	\$0	\$0	\$300
2	Old Seward Highway and 100th Avenue Intersection Safety Improvements	2004-Design 2006 Construct	\$0	\$500	\$0	\$0	\$0	\$0	\$647
3	Traffic Counts - Complete traffic counts within the AMATS area completed by the ADOT&PF's Central Region Highway Data Section and the MOA Traffic Department Data Section.	2004-2006 Programming	\$120	\$120	\$0	\$0	\$0	\$0	\$300
4	On-Street Sign Inventory - Provide efficiency to locating and condition assessment of traffic control deficiencies as well as enhancing the ability to respond to damaged and stolen signs, post and related deficiencies.	2005 - Implement	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500
	HSIP Annual Totals shown in Table 3		\$1,620	\$620				\$0	\$2,747